1: Belgrave F-3 (no date) 1953 MZ2 Bahrain MZ2

644 *Sons of Shaikh Muhammad bin Isa* :

SHAIKH AHMED BIN MUHAMMAD AL-KHALIFAH.
SHAIKH ALI BIN MUHAMMAD AL-KHALIFAH.
SHAIKH KHALIFAH BIN MUHAMMED AL-KHALIFAH.
SHAIKH IBRAHIM BIN MUHAMMAD AL-KHALIFAH.
SHAIKH SULMAN BIN MUHAMMAD AL-KHALIFAH.
SHAIKH HAMED BIN MUHAMMAD AL-KHALIFAH.
SHAIKH ABD AL-AZIZ BIN MUHAMMAD AL-KHALIFAH.
SHAIKH ISA BIN MUHAMMAD AL-KHALIFAH.

647 HEADS OF GOVERNMENT DEPARTMENTS

Adviser to the Government and Commandant State Police : SIR CHARLES BELGRAVE, K.B.E.
Director of Customs : MR. G. W. R. SMITH, M.B.E.
Minister of Education : H.E. SHAIKH ABDULLA BIN ISA AL-KHALIFAH, C.I.E.
Director of Education : MR. AHMED AL-UMRAN.
Directoress of Female Education : LADY BELGRAVE.
Officer in Charge Finance Department : MR. SAYED MAHMOUD ALAWI.
Officer in Charge Judicial Department : MR. SALIM AL-ARAYEDH.
Superintendent State Police : SHAIKH KHALIFAH BIN MUHAMMAD AL-KHALIFAH.
State Medical Officer : DR. R. H. B. SNOW, M.B.E.
State Engineer : MR. D. BRAMMER.
Superintendent Minors' Estates Department : MR. MUHAMMAD DOWAIGER.
Superintendent of the Land Department : KHAN SAHIB MUHAMMAD KHALIL MENON.
Officer in Charge Passport and Emigration Department : MR. KADHIM ASFOUR.
Officer in Charge Public Works Department : MAJOR S. HILLS.
President of the Religious Endowments Committee :
Shia : HAJ MOHSEN AT-TAJIR.
Sunni : SHAIKH ATIYYATALLAH AL-KHALIFAH.
Officer in Charge Transport Department : MR. J. L. MORRIS.
Director of Agriculture : MR. W. W. VAN OLLENBACH.
Secretaries of the Municipalities :
Manama : MR. MUHAMMAD SALIH SHATR.
Muharraq and Hedd : MR. IBRAHIM KHALFAN.
Rifaa (East and West) President : SHAIKH ABDULLA BIN KHALID AL-KHALIFAH
Secretary Bahrain Chamber of Commerce : MR. RASHID ZAYANI.

CHAPTER IV

COMMUNICATIONS

508 BAHRAIN, owing to its central position in the Persian Gulf, is the natural stopping place for air services between the Middle East and the Far East and for this reason it is a port of call for many air companies. Bahrain's Airport is on Muharraq Island, a short drive from the town, and is sufficiently large to take the newest types of aircraft including the B.O.A.C. Comet which started services through Bahrain in August, 1952. There is in addition a Persian Gulf air service, Gulf Aviation Company Ltd., in which the Bahrain Government has an important interest and whose headquarters is at Muharraq.

509 Air travel is very popular in the Persian Gulf and there has been a great increase in the air traffic to and from Bahrain. In the twelve

months up to June 1952 an average of 427 civil aircraft and 122 military planes passed through Bahrain each month while in the year 1951 some 11,897 passengers entered Bahrain by air. As well as being connected with all parts of the world by the major airlines, smaller local services form a network in the Persian Gulf by which it is possible and usual for local merchants to go to Qatar or Saudi Arabia in the morning and to return to Bahrain the same evening. Many people from Bahrain also spend the weekend with friends in the oil camps of other companies.

The sea has played an important part in Bahrain's history and with the coming of oil and the increased prosperity of the islanders both steamer and dhow traffic has increased. In the year 1951, 847 steamers and tankers and 1,416 local craft carried over 47,000 visitors to Bahrain, a figure equal to about 45% of the total population. The launches and sailing boats came to Manama, Muharraq and other coastal towns, while the steamers and tankers anchored at the Sitra Jetty or in the anchorage north of Manama. At present the only deep water wharves are those of the oil company.

INTERNAL COMMUNICATIONS

Despite its small size, Bahrain and the islands of Muharraq and Sitra are provided with a large number of roads, but this can be accounted for by the presence among the date gardens of many villages as well as by the need for some form of communication with the scattered coastal settlements. Within the towns of Manama and Muharraq the main roads have excellent surfaces and are wide enough for the traffic they carry and the extensive paving that has recently been laid down has made them safer both for drivers and pedestrians.

From the town of Manama four main roads lead into the country ; to the south-east is Belgrave Road ; to the east, the Causeway ; to the south, Awal Road and to the west, Budaiya Road.

Belgrave Road becomes Jufair Road after passing through the new residential centre of Qudabiya, and the latter leads past the Race Course to the suburbs of Jufair and Umm al-Hasan.

A second road, Shaikh Isa Road, starts from the Sea Road near the Adviserate and follows a rather erratic course till it leaves the town near the Water Garden and Mental Hospital. From here it passes through four miles of date gardens, broken only by the open ground around the Suq al-Khamis Mosque, then across the bridge at Radhm al-Qawari and into the desert. The road then travels south through the pre-historic tumuli and rises till it passes through an avenue of trees that marks the village of Rifáa al-Gharbi, the winter residence of H.H. The Ruler. From here the road drops abruptly into the central depression and then reaches Awali, 11 miles from Manama. At Awali the road branches in three directions, a road to the east leads to the Refinery and Sitra Island, a second road to the west goes to Zellaq and the west coast of Bahrain, a third skirts Awali and continues

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351 Several types of local grass, if cultivated, can be used for lawns. The best method of planting a lawn is by "dubbing in" small clumps of grass about six inches apart from each other. In two or three months the grass will cover the ground. It requires liberal watering especially during the summer, in the winter time it lies dormant. After three or four years lawns are apt to become thin and patchy, the grass should then be dug up and a new lawn laid down. The best kind of grass for lawns is "Nejma" which means a star, so called owing to the star shaped seed pod which it produces and "Murani," both can be obtained easily from any cultivated ground.

244 137 Most European vegetables can be grown in Bahrain and if planted in October quite a small garden should provide vegetables for a household from December until the beginning of June. Gardeners, if left to their own devices, are apt to use old seed which they have collected from previous crops; this almost always results in failure. The following are the most easily grown vegetables, Beetroot, Cabbage, family Carrot, Celery, Leek, Lettuce, Onion, Parsley, Radish, Spinach, Turnip. Peas and Beans do not seem to thrive in Bahrain. Tomatoes are grown extensively in the country and can be bought cheaply in the bazaar, so unless one has plenty of space it is hardly worth cultivating them. They ripen in Bahrain before they ripen in Iraq and at the beginning of the season they are exported from Bahrain to Basra.

Asparagus, Artichoke (Jerusalem) and Brussel sprouts have been grown from seed with rather uncertain results. Sweet Basil (Mashmoom) and Dill are herbs which are found in almost every garden, Mint grows well and retains its perennial habit but most of the other English herbs are not successful.

In the summer only local and somewhat uninspiring vegetables are obtainable, the best of these are Aubergine, Cucumber, Ladies Fingers, Pumpkin, Marrow and Sweet Potatoes.

One of the problems in Bahrain is how to obtain sufficient fertiliser. Before so many people took an interest in gardening cow manure could be obtained by anyone who sent a cart to remove it from the owner's shed. Today it is a marketable commodity and has to be paid for.

247 In spite of all difficulties gardening in Bahrain is a popular hobby, not only among the Europeans but also among the Arabs.

CHAPTER III

MISCELLANEOUS

AIR FARES

509 THE following air lines make scheduled stops at Bahrain :—

British Overseas Airways Ltd.
Gulf Aviation Ltd.,
Djibouti Airways,
Cyprus Airways,
Iraki Airways,
Middle East Airways,
T.A.I.

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Bookings can be made in Bahrain on these air lines either through their Bahrain offices or through any of the various travel bureaux that function in Manama. It is also possible to charter aircraft from Gulf Aviation Ltd. at rates which can be ascertained from the Company or its agents. D.H. Doves, carrying 7 passengers, are used.

Below are given some of the current air fares to various world cities and to the other Persian Gulf towns :—

Bahrain to :	*Fare single* Rs.	*return* Rs.	*Bahrain to :*	*Fare single* Rs.	*return* Rs.
Amsterdam	1547	2475	Doha	65	130
Bombay	680	1224	Karachi	547	985
Brussels	1494	2475	Kuwait	147	265
Cairo	627	1129	London	1547	2475
Colombo	907	1633	New York*	3428	5861
Damascus	534	962	Paris	1547	2475
Delhi	707	1273	Rome	1240	2232
Dhahran	30	60	Sharjah	150	280

**Off season return fare New York Rs.5380.*

TELECOMMUNICATIONS

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The telecommunication system of the islands is owned and operated by Cable and Wireless Ltd., who maintain an automatic telephone system within Bahrain itself and also a radio-telephone system with other countries.

The following are representative cable rates :—

Telegraph Rates (per word).

Country.	Ordinary (*Full Rate*)	Letter telegram (*Min. charge for 22 words*)	*Each additional word.*
	Rs. As.	Rs. As.	Rs. As.
Australia	2 13	30 15	1 6½
Canada	1 10	17 14	0 13
Egypt (1 and 3 regions)	1 13	19 15	0 14½
Egypt (region 2)	1 14	20 10	0 15
France	1 1	11 11	0 8½
Great Britain	1 1	11 11	0 8½
Holland	1 1	11 11	0 8½
India	0 13	8 15	0 6½
Irak	0 10	6 14	0 5
Italy	1 1	11 11	0 8½
Pakistan	0 12	8 4	0 6
U.S.A. :			
New York City	1 6	15 2	0 11
Alaska	1 14	20 10	0 15
All other places	1 8	16 8	0 12

The following are radio-telephone charges, for three minute calls :—

		Rs. As.
(*a*)	Great Britain, Northern Ireland and Eire	40 0
(*b*)	France, Belgium, Holland and Luxembourg	43 15
(*c*)	Denmark, Germany and Switzerland	48 1
(*d*)	Norway and Sweden	49 15
(*e*)	United States of America and Canada	50 0

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companies may need to be defined now that one concessionaire seems likely to create revenue; problems may also arise if, as a result of oil developments, it is planted with a population that will need to be endowed with public services and, no doubt, with a system of taxation.

BAHRAIN

The Bahrain Archipelago is a group of islands in the Gulf of Bahrain, which is bounded on the east by the Qatar Peninsula and on the west by the mainland coast of al-Hasa. Its total area is 213 square miles. The principal island—Bahrain itself—is about thirty miles long and ten miles wide. It is low-lying and its northern end is well watered by fresh water springs and produces good date crops. Citrus fruit and lucerne are also grown. The oilfields lie round the rocky cluster of hills known as Jebel Dukhan (Hill of Smoke), which is in the barren centre of the island.

To the north-east of Bahrain Island, and joined to it by a causeway and motor road, is the low, sandy island of Muharraq, and between the two islands is a good deep-water harbour (Khor Kaliya). It is used as a small British naval base; an American admiral also flies his flag there. Nearby there is a second, but shallow harbour (Bahrain harbour), which faces north and is usefully equipped. The natural aerodrome on Muharraq Island has been developed into the largest commercial airfield in the Persian Gulf and now serves the airliners of all nations. It is also used by the RAF, and the whine of jet aircraft is a commonplace. The south end of the island of Bahrain is low-lying and sandy. The climate, though oppressive in summer owing to the prevalent heat and damp of the western shores of the Persian Gulf, is more humid and less windy than that of Kuwait. The population of the Archipelago was 109,650 when a census was taken in 1950.[1]

The capital and the seat of government is the port of Manama.[2] It is generally referred to as Bahrain, and is situated between the two harbours. It has a population of 39,648, which includes many rich Arab, Persian, and Indian merchants, as well as some 300 Europeans and Americans. The second town, Muharraq, on Muharraq Island, has a population of 24,566 which is purely Arab.

The British Political Agency is in Manama town, which also boasts an electricity station, a wireless station, post offices, hospitals, clubs, public gardens, and up-to-date schools. The town is well supplied with good motor roads, and there are

[1] 1952 estimate, 115,000. [2] Population: 1950, 39,648; 1952 (estimate), 45,000.

000 and Pakistan. Regular air communications
509 are maintained to Iraq and Arabia, and the airport on Muharraq Island also serves international airlines with terminals in Europe, the Middle East and the Far East.
491 Motor roads connect the towns and the villages on the different islands, and extend across causeways from Bahrain to Muharraq and Sitra. The local transport facilities are well developed, and motor bus routes link most of the population centers.

Food and Nutrition

262 The food habits of the diverse racial
146 groups are varied, but serious undernutri-
464 tion is seldom encountered, except among the migratory laborers from the mainland and the Baharna and Arabs in the agri-
439 cultural and the fishing villages. The islands
656 are dependent upon imports for a large proportion of their food supply. The government controls certain essential foodstuffs, as wheat, rice and sugar, and regulates prices through a system of rationing.

262 The diet of the average Bahraini consists
439 of dates, bread, rice and fish, supplemented by native vegetables in season and limited amounts of meat and milk. Goats are raised in many villages, though their milk is usually scanty and poor in quality. Most of the meat is imported from Iran, and is correspondingly expensive. An assortment of fruits and vegetables is generally obtainable in Manama markets by those who are able to purchase them.

Housing

362 Manama is a cosmopolitan town, and the changes which have come about within the last two decades are reflected in the construction of increasing numbers of modern-type dwellings. Muharraq, in contrast, is a
342 distinctly Arab community. Coral blocks, coral slabs and plaster are the usual building materials in the older houses, while cement is used extensively in the newer buildings. The typical Arab-style homes are built around inner courts and have utilitarian